



GRIGGS ST
570N

Griggs Street Bikeway

www.stpaul.gov/griggs

Monday, October 3

Overview.

- Context.
- History.
- Process.
- Input.



Why we're here.

- Safety.
- Livability.
- Choice.

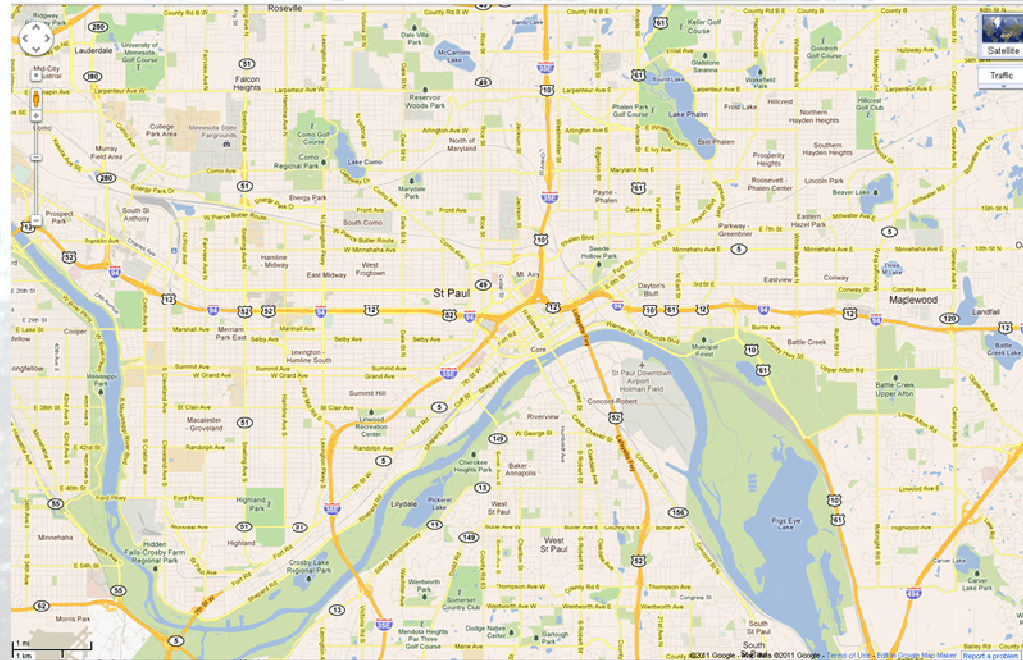
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The Most Livable
City in America

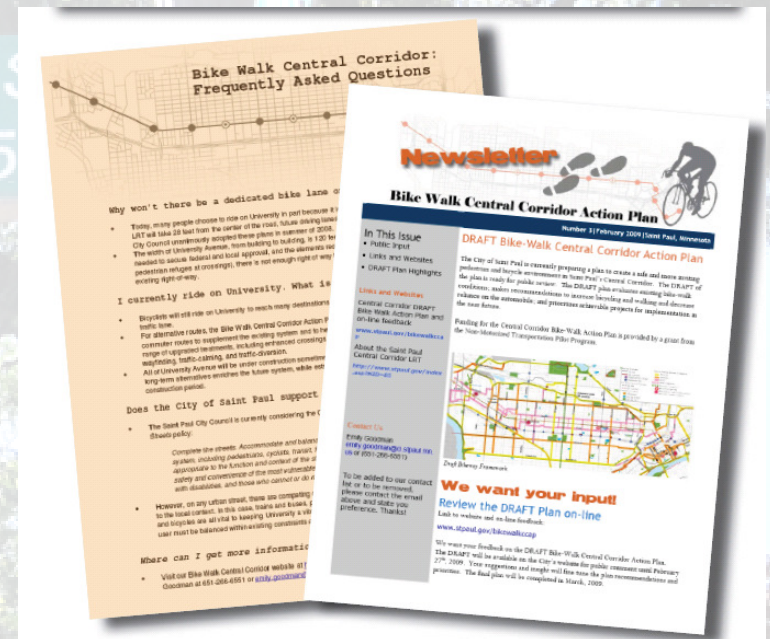
How we achieve those goals.

- Complete Streets
 - Not “all modes on all roads.”
 - Instead, “all modes on our road *system*.”



What we heard:

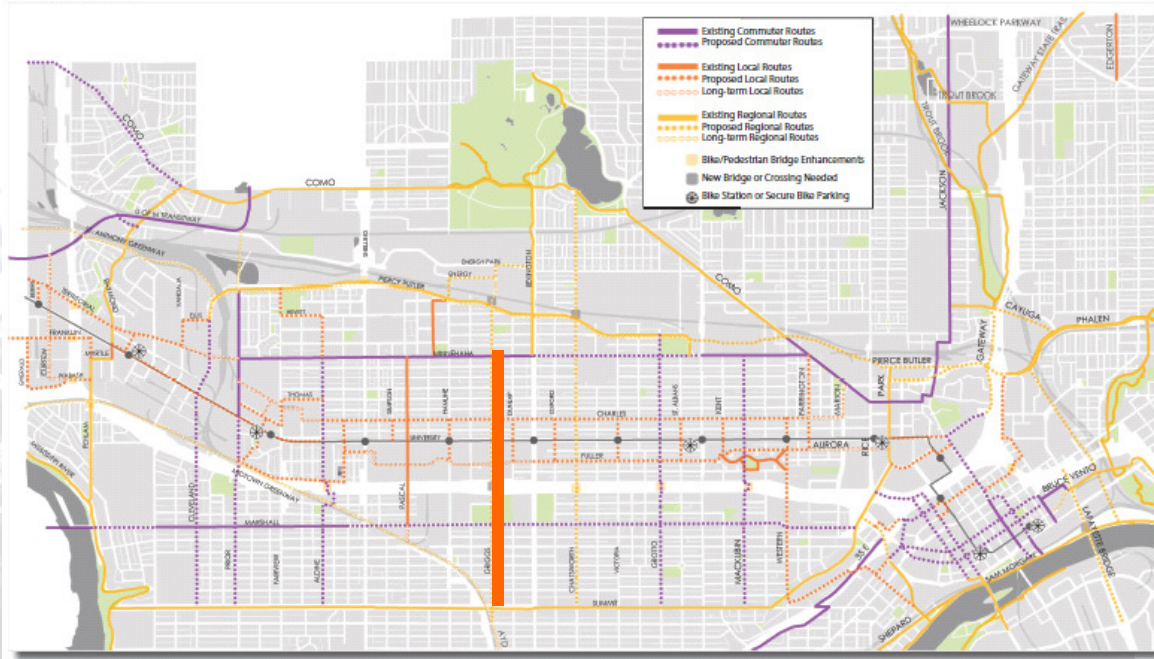
- “...[Create] connecting paths South across 94 i.e. Griggs Ave. Bridge pathway connect to Summit Bike Trail.”
- “...[Build a] Griggs Street Bike Boulevard.”
- “...I have seen many students cross here [at Griggs] to get to school at Gordon Parks school and it being a near accident. Motorists are unaware of pedestrians here and have no warning to slow down and to stop for pedestrian crossing.”
- “...Please improve the crossings and intersecting streets such as Hamline, Griggs, Chatsworth, Victoria, Lexington, Prior. We need good north-south routes.”



Griggs Street: Proposed regional route

- *Priority:* Provide combination of bike lanes and bike boulevard treatments from Summit Avenue to Minnehaha Avenue

Figure 5. Bike Framework Map



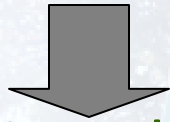
Bike boulevards: Defined



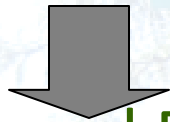
- An on-road technique for Saint Paul's urban setting.
- Uses complete streets design standards and traffic calming.
- Design emphasizes the presence of bicyclists and pedestrians.
- Design encourages sharing the road space.
- Treatments include: bump-outs, median islands, traffic circles, pavement markings, etc.

How we'll get there.

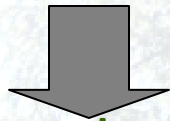
- Public Process (October 2011)



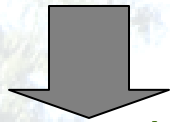
- Staff Design Plan (October 2011)



- City Approval Process (October 2011)



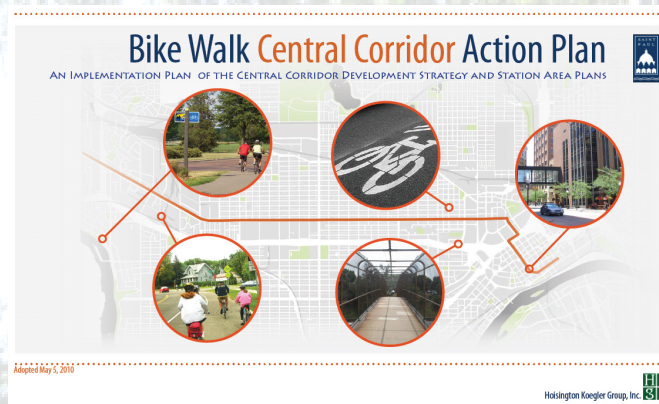
- Submission to Mn/DOT for approval to build (December 2011)



- Construction (Spring 2012)

What's been accomplished so far.

- Transportation Plan (Comprehensive Plan)
- Bike Walk Central Corridor Action Plan
- Secured funding through the Non-Motorized Transportation Pilot Program for Griggs Street
- Bicycle audit of Griggs Street

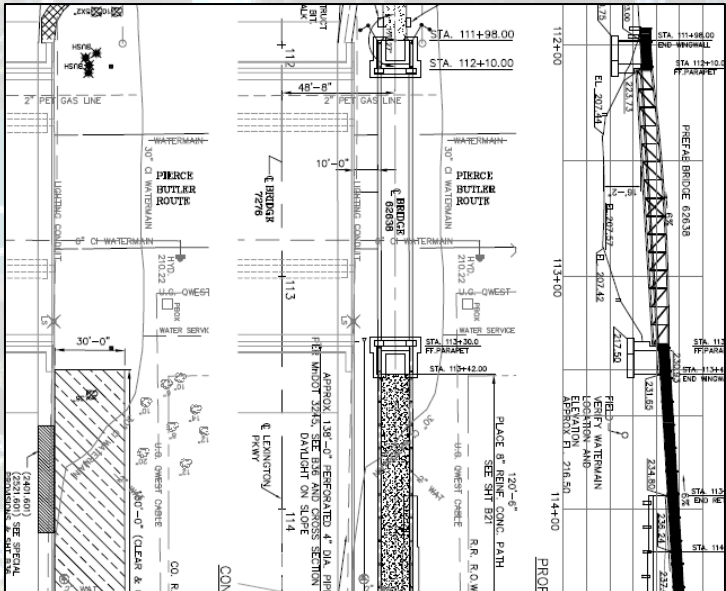


U.S. Department
of Transportation

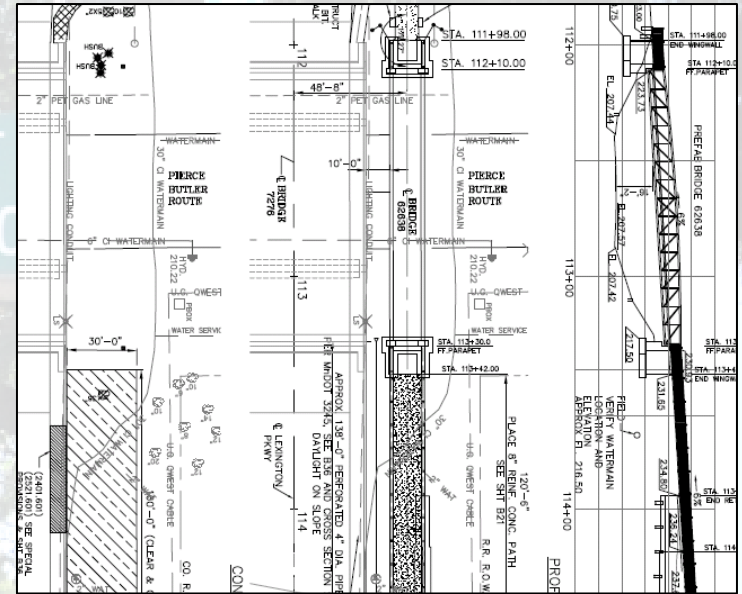
**Federal Highway
Administration**

Changes in the works.

- Saint Anthony Street Safety Initiative (2011/2012)
 - New sidewalk on North Saint Anthony
 - Create straight and direct crosswalk to Griggs pedestrian bridge
 - New lighting
 - New signage
- University (2012/2013)
 - New traffic signal with video detection
- Lexington (2012)
 - New off-street separated path for bicycles, which will create a continuous off-street bicycle facility from Minnehaha to Energy Park Drive.



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Bicycle audit key findings.

- Need for intersection improvements:
 - Summit Avenue
 - Selby Avenue
 - Marshall Avenue
 - Concordia Avenue
 - St. Anthony Avenue
 - University Avenue
 - Minnehaha Avenue
- Challenge crossing park



What remains: Public process



- Sunday, October 9, 1:00-2:00pm
 - Intersection of Griggs Street & Summit Avenue.
 - Chat with City Staff about design options to make Griggs better as we bike the street together.
- Tuesday, October 11, 7:00-8:30pm
 - Dunning Recreation Center.
 - Give feedback on the design options developed as a result of the first two meetings.

What remains: City process

- Transportation Committee (October 17)
- Planning Commission (October 28)



We need your input!

- You know your street.
- You know your neighborhood.
- You know the problem areas.

Staff will propose a portfolio of design solutions for the problems identified today, which we'll talk about during the ride this Sunday.



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Identifying issues:
Have we missed anything?
How can we make Griggs a street of
safety, livability, and choice?

For up-to-date project information: www.stpaul.gov/griggs